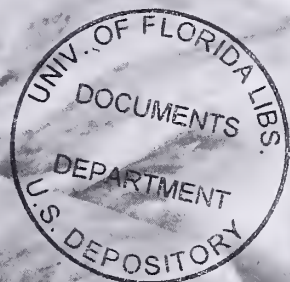


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Profile

a guide to military careers



Coast Guard goes to Antarctic—page 4

February 1984



A Marine swabs the bore of a 155mm Howitzer after a round is fired. The March 1984 PROFILE has an in-depth article on the Marine artillery units. Other features included in the magazine are the Coast Guard's rough water school. The Air Force's fuel specialists and the Navy's electrician's mate rating.



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About the covers

Front Cover: The Coast Guard icebreaker Polar Star sails by a giant iceberg on her way around the Antarctica continent. The ship and her crew were on a 69 day voyage to resupply the scientific communities for the winter. The Polar Star story begins on page 4. (Photo by Petty Officer 1st Class Ed Moreth)

Back Cover: The battleship New Jersey is at sea once again for the U.S. Navy. The ship has been overhauled and its weapons updated. Turn to pages 12 and 13 to see more of this massive hulk. (Photo by Harold Gerwein)



Around the

story and photos
by Ed Moreth

The scattered icefields seemed to go on for an eternity as the icebreaker trekked through the final part of its voyage. Lookouts in the ship's crow's nest 105 feet above water continued the iceberg reports to the officer-of-the-deck on the bridge below. The crew was getting edgy. They joked among themselves about 'Antarctic Trauma.' They were more than ready to leave the cold polar climate and get back to warmer waters.

Nevertheless, the long and lonely cruise had paid off. The 165 crewmembers on board the Coast Guard icebreaker Polar Star had successfully completed several missions.

Many crewmembers had been on previous Polar expeditions, but few had made the 'South Trip' before. Operation Deep Freeze 1983 was to be a unique experience for all on board the



(Top) Brad Hansen and Dr. Albert Erickson of the University of Washington keep a lookout for seals and whales from Polar Star's "crows nest." (Center) Crewmen were periodically given ice liberty during their long and lonely voyage around the Antarctica continent. (Bottom) Sheldon Fisher, one of 25 scientists that accompanied the Polar Star, monitors his hydrophone (an underwater microphone) in an effort to pick up and record the sounds of whales.

Antarctic in 69 days

399-foot vessel, homeported in Seattle, Wash. "This was the first time for a trip of this duration and that a United States ship had ever circumnavigated the Antarctica continent and visited all the foreign stations," said Cmdr. Robert E. Hammond, Polar Star executive officer. "Each day there was something new and different to see."

Operation Deep Freeze 1983 began with resupplying Palmer, a United States research station located on the northern Antarctic Peninsula. Palmer Station used to be resupplied by commercial cargo ships. In 1980, the Coast Guard utilized Polar Star's enormous storage spaces and fuel tanks to resupply the station.

Polar Star was also tasked with breaking a passage into McMurdo Station, the major base of the U.S. Antarctic program, some 3,000 miles southwest of Palmer Station. Each year, a polar icebreaker is dispatched to McMurdo to break up the ice in Winter Quarter's Bay so that navy supply ships can get in and resupply the station with a winter's provision of cargo and fuel.

Operating on diesel engines only, Polar Star broke its way through the six to eight-foot thick ice within 36 hours. A specially designed hull enables the 12,000 ton ship to glide its bow upon the ice allowing its weight to break through the ice as the ship moves forward. This feat used to take the Coast Guard's older "Wind Class" icebreakers two weeks to accomplish.

The primary mission of Operation Deep Freeze '83 was the inspection of several foreign research stations around Antarc-

Polar Star breaks a trail through the ice for the Navy Tanker Maumee into McMurdo Station, Antarctica.



tic by a group of U.S. State Department observers. The team was tasked with observing the stations' activities and ensuring that each nation abided by the provisions of the Antarctic Treaty. The group checked for nuclear weapons, fortification of the station, dumping of radioactive materials and any warlike activities, all prohibited by the treaty.

This was the seventh inspection since the treaty went into force. The Coast Guard icebreaker *Eastwind*, carried the first group of observers to the Antarctic in 1964. Again in 1967, it transported another team, this time around East Antarctica. In 1971, the icebreaker *Staten Island*, now decommissioned, attempted an Antarctic circumnavigation for such a mission. As the vessel approached the Australian station, Mawson, it struck an uncharted pinnacle and was forced to turn back. Only seven ships, all foreign, have completed an Antarctic circumnavigation according to the U.S. National Archives and Records Service in Washington, D.C. In 1795, Capt. James Cook and his sailing

vessel the *HMS Resolution*, became the first ship to complete such a feat.

Scientific studies were conducted aboard *Polar Star* during its voyage around the frozen continent. Dr. Albert Erickson of the University of Washington conducted the first complete census of the south polar seal and whale populations. Personnel from Hubbs Seaworld Research Institution of San Diego experimented with their hydrophone (underwater microphone) in efforts to pick up and record the sounds of whales and seals.

During the voyage, Hammond explained that they ran across quite a few foreign icebreakers with scientists also conducting studies. "It was completely non-military, and non-political," said Hammond. "Everyone was totally dedicated to the science venture. Speaking with the different scientists was interesting as well as relaxing," he continued.

Other scientific operations included extensive studies of Antarctic plankton by groups

from the South Florida University and the University of California. Another team of scientists, also from the University of California, conducted a census of Antarctic birds.

Polar Star's mission to the bottom of the world was a complete success, according to its skipper. "We started out with a game plan and hit it on the button all the way around," Smith said. "We not only completed what we started out to do, but we added two additional stations to our inspection list. Smith attributed the success of the mission to "... good weather, no mechanical failure and a fine crew."

"We did it all," the captain said. "I don't think this trip could be duplicated."

***Polar Star* anchors off the United States Research Station Palmer in Antarctic as her crewmen transport some 350 tons of cargo to the station for the winter.**



newsbriefs

Army career fields open to women

The Secretary of the Army, John O. Marsh Jr., recently announced that 13 of the 23 career fields closed to women in late 1983 will soon be re-opened. However, as a result of a six-month Army staff review, an additional specialty (Multiple-Launch Rocket System/Lance Missile Operator) was closed

to enlisted female soldiers.

Once the new fields open, enlisted female soldiers will be competitive in 302 of the 351 Army career fields. The Army also will open 779 more units for female soldier assignments.

57 Varieties, Plus

The Air Force's C-5 Galaxy cargo aircraft is fondly known as the flying pickle when camouflaged with a "green" nose. The "Flying Pickle" can haul 328,301,675 aspirin tablets, 752,000 hockey pucks, 25,844,746 ping pong balls, 10,682 bushels of unshelled peanuts, 277,263 twelve-ounce cans of your favorite beverage and an awful lot of jelly beans or military supplies.

The C-5's paint weighs 2,600 pounds and there are more than 103 miles of wire, four miles of tubing and five miles of control cables in each C-5.

The total engine power of a C-5 equals that produced by 800 average automobiles. The tires weigh 4,214 pounds, and the air in the tires weighs 181 pounds.

Air Force OTS

Since the first class of second lieutenants graduated in 1960, the Air Force's Officer Training School at Lackland AFB, Texas has commissioned 80,000 lieutenants. The shortest in duration of the three commissioning sources for the Air Force—12 weeks—OTS has the responsibility for flight screening of pilot trainee candidates.

The other two sources of USAF officers are the Air Force Academy, four years long, and the Reserve Officer Training Corps, which may be two or four years long.

Coast Guard mascot

Coast Guard C-130 aircraft crewmen who fly the International Ice Patrol carry a unique mascot with them when they roam the fog-shrouded North Atlantic searching for icebergs.

An owl look-alike hangs over the operator's station of the Coast Guard's new remote sensing equipment the Side-Looking Airborne Radar (SLAR). The owl, noted for its ability to see in the dark, is symbolic of the powerful SLAR.

The new radar can visually penetrate the elements to pick out surface targets like icebergs and ships up to 27 miles to each side of the aircraft.

New carrier deck coating

Once approved, a new surface coating for aircraft carrier flight decks could save the Navy millions of dollars in repair coats.

Presently, non-skid coatings on carriers must be resurfaced semi-annually at a cost of \$1.5 million. The newly developed non-skid coating will make landing surfaces more durable, reducing frequent resurfacing.

Another benefit of the new coating is the reduction of damage to aircraft engines caused by loose particles of non-skid being drawn into jet intakes. These particles are scraped off the flight deck by the ship's aircraft arresting cables during landing operations.

Registration required for loans

Certain college students planning to pay for their education with federal education assistance loans will find they have to register with the Selective Service before getting their money.

A recent Supreme Court ruling reinstated a 1956 law affecting loans after May 31, 1983. All students will have to sign a letter of compliance with the law if they expect a federal education assistance loan in the future, regardless of age, sex, or military status.

Schools will screen the statements to determine who needs to register, but the statements are required only after the school asks for them. The student will have 30 days to submit the statement.



Rust busters

article by Maj. Anthony Batezel
and Wilt Baker
photos by Wilt Baker

Today, an invisible enemy eats away at large quantities of Air Force weapon systems and support equipment.

The enemy is "tenacious and insidious," as one Air Force general put it. Even these words fall short of fully describing its full impact; dollars say it better.

The unforgiving work of the enemy adds up to about \$1 billion a year. This money could have bought a third of the spare parts needed by the services last year that they couldn't afford to purchase.

The enemy? It's called corrosion. Most folks know it as rust that eats auto bodies and wrought-iron garden gates and chairs. But this is tame rust compared to what damages scores of Air Force planes and equipment each year.

Comparatively speaking, the Air Force gets off cheaply. The entire federal government corrosion losses totaled \$8 billion last year, while the country as a whole suffers corrosion losses up to \$100 billion annually.

While Air Force engineers and aircraft manufacturers research and develop new metals designed to eliminate corrosion, a group of Air Force main-

tenance personnel actively seek out and destroy the asset-eating rust.

They are the Air Force's corrosion control specialists. These mild-mannered men and women, armed with sanders, cutting torches, wrenches, paint and ideas, are hell bent on stopping this enemy.

At Seymour Johnson Air Force Base in eastern North Carolina, 12 airmen are tasked with protecting the 4th Tactical Fighter Wing's (TFW) aircraft from this menace.

Most Air Force aircraft fly more hours than designed to because of insufficient funds to buy newer models. As one general officer said, "We have to resort to significant—sometimes extraordinary—corrosion programs to keep existing planes useful."

Seymour Johnson actively participates in these programs. The 4th TFW flies the F-4 Phantom jet. Designed and produced in the late 50's and early 60's, the F-4 is still one of the Air Force's primary fighters.

The corrosion control specialists at Seymour Johnson are partially responsible for its long life. Tech. Sgt. Dana M. Woodard and his crew keep their planes looking spanking new and corrosion free.

How do they do it? Through job knowledge and pride. Woodard, like his crew, graduated from the Air Force Corrosion Control School at Sheppard AFB, Texas, where he mastered rust prevention measures.

Air Force corrosion control specialists (left) sand an F-4 Phantom jet before beginning the painting process. The whole project takes two and a half days.

"We stop surface corrosion here," Woodard said. "However, depot maintenance has to catch and prevent stress corrosion.

"New paint acts as our main preventative for surface rust," he continued. "My crew takes a jet off the flight line, sands and repaints it in two and a half days."

Painting an aircraft the size of an F-4 is no easy task, even for trained professionals.

First, Woodard's team sands the entire plane to bare metal and tapes the engine intakes for protection. Then, after taping and preparing the aircraft to meet specified color schemes, they paint it. The crew uses a dozen rolls of tape and 42 gallons of paint on each aircraft.

"Applying light coats is the best way," says Sgt. Gerald D. Watson, a shift leader with the corrosion control unit. "When you layer the paint, not only does it hold and protect better, it also cuts down the chance of making mistakes. If you make a mistake on an F-4, there's a lot of cleaning up to do.

"We take pride in our work," continued Watson. "When we take a plane off the flight line and return it a few days later looking like a new aircraft, it boosts the crew chief's morale. And that in turn, boosts mine.

"I think of my work as an art," he concluded.

"We have to paint within Air Force specifications," Woodard added. "Engineers have developed a paint scheme which helps protect the aircraft from enemy detection. Corrosion control crews must work within two feet of these specifications. Our shop works within inches of those specs. You can look on the flight line and pick out the aircraft we've painted."

Not only does Woodard's crew save aircraft, they do the job cheaper than the Air Force can contract the job for.

"During typical depot maintenance, the aircraft is usually painted," Woodard said. "That costs \$10,000 per plane. My crew does it for about \$6,000 less. That's a substantial savings.

"We do more than just paint planes," he continued. "We also provide corrosion control for all non-powered aircraft support equipment on the base. Painting both planes and equipment keeps us really busy."

At a time when weapons and support systems are so expensive and the production lead time can take years, it's the professionals like the rust busters that keep the Air Force flyable.

A corrosion control specialist (top) tapes the outline for the paint scheme. (Center) Sgt. Gerald D. Watson paints the wheel well of an F-4. (Bottom) An Air Force crewchief inspects his newly painted aircraft.



tidbits & technology

Skyhook II

The Air Force recently acquired a second SEEK Skyhook, a balloon-borne, low level air defense radar surveillance system, to extend early warning coverage to Florida's coasts. The radar weighing one thousand pounds, is in a pressurized pod underneath a blimp-shaped balloon, called an aerostat.

The balloon, which is larger than the Goodyear Blimp, flies 10-12 thousand feet in the sky and is attached to a diesel-electric powered launch control vehicle (similar to a locomotive) by a tether. The control vehicle runs on tracks around the circular launch pad.

In addition to its primary air defense mission, SEEK Skyhook also will be used to help the U.S. Customs Service in its war on drug smuggling.



USAF technology saves lives

Secretary of Defense Caspar W. Weinberger recently gave an historical example of how modern Air Force technology can save lives.

"On Oct. 14, 1943, the Allies set out to bomb the ball-bearing factories at Schweinfurt, Germany. Two hundred ninety-one B-17's flew in the raid, and they destroyed about two-thirds of the factory's productive capability. But 60 B-17's, with 600 crewmembers, did not return.

Today, you could deliver the same number of bombs on target with only six F-111 bombers, risking the lives of only 12 crewmembers. What is more, the F-111's electronic countermeasures and tactics would give those aircraft a far better chance of survival."

Army issues traveler's checks

Eighteen Army finance and accounting offices began issuing traveler's checks recently as a test.

The Army test program is aimed at reducing the estimated \$90 million a day in cash that is currently being held outside the Treasury for cash disbursements.

The traveler's checks will cover most types of payments and the volume could exceed \$500 million a year according to Army finance officials.

Issued at no cost to the government or recipient, the traveler's checks are expected to be safer than cash because they are controlled by serial number and must be countersigned when negotiated.

New Marine mortar

The Marine Corps has a new Lightweight Company Mortar system which adds a whole new dimension to the Maritime infantry company. The new ground weapon is considerably more accurate and mobile than the old mortar.

It can be fired with the normal tripod assembly, using a bipod, or by a hand held method for quick fire. This allows a Marine rifle company commander instant, indirect fire support never possible before against an enemy.

Military males live longer

The death rate among males serving in the U.S. Armed Forces was about 40 percent below that of males in the general population of the United States from 1976 through 1980, according to a statistical report compiled by the Metropolitan Life Foundation.

The report attributed the lower death rate for service members to medical screening of potential recruits and the emphasis on physical fitness for those on active duty.

Peacekeeper missile

A second Peacekeeping missile, formerly called the M-X, was successfully launched recently from Vandenberg AFB, Calif.

The second of 20 planned launch tests, the four-stage intercontinental ballistic missile (IBM) is designed to modernize the U.S. ICBM force.

Scheduled for operation in 1986, the Peacekeeper will be capable of carrying up to 10 independently targetable warheads more than 5,000 miles.

“IT AIN’T EASY”

**photo and story
by Petty Officer 3rd Class
Ann Everest**

“It ain’t easy!”—proclaims the song on the radio. Perhaps this would be a good theme song for Coast Guard basic trainees.

The eight weeks of training at U.S. Coast Guard Training Center, Cape May, New Jersey, are demanding ones. Young men and women from all over the United States enter these gates as fledgling trainees. Two months later they emerge proudly wearing the Coast Guard uniform ready to meet the challenges their careers will offer.

Their weeks at the training center bring about positive attitude changes, improve physical fitness, and the basic skills essential to serving in the Coast Guard.

Training begins with “forming week.” The new arrivals are quickly indoctrinated into the Coast Guard way of life. During this week, the change from civilian to military life is dramatic. Each male recruit receives his first military haircut.

Seabags are filled with new uniforms and bare necessities. The recruits meet their company commander. The “CC” will train them to work as a unit while following a strict schedule. They learn to obey orders.

Coast Guardsmen soon learn not to be afraid to get their feet wet. The initial swim test, performed in the training center’s pool, is a critical trial for the recruit. No recruit graduates without passing this test.

Other water survival techniques are taught. Drown proofing, abandoning ship, and surviving a surface oil fire at sea are tested in man-overboard drills performed in the pool.

Like the swim test, a physical fitness test is also a requirement for graduation. Recruits must demonstrate the endurance and muscle strength necessary to perform the physical tasks their Coast Guard duties will require. Sit-ups, push-ups, the broad jump and running are included in the test. Seaman Apprentice Mary Lou Ledingham, a recent graduate, claimed the physical portions of the training gave her the most displeasure. “We were up at five each morning and running

anywhere from one to one and a half miles. I wasn’t used to that,” Ledingham said. “But, now that I’ve graduated I still run early every morning. It kind of gets in your blood.”

Throughout the eight week course, working as a unit is stressed. Early in training, each recruit is issued an M-1 rifle, used in daily drilling exercises. A unit that started out stumbling over each other transforms into a team of precision marchers.

Law enforcement and military preparedness are daily roles of the Coast Guard, thus recruits also learn to fire the M-16 rifle and .45 caliber pistol.

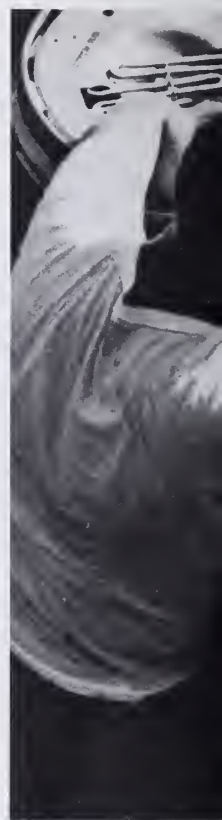
Seamanship classes teach fundamental Coast Guard skills including the throwing, securing and storing of ropes. Compass reading and duties aboard ship are taught as recruits don lifejackets and get underway in small training boats. Seamanship class techniques are invaluable tools for a successful Coast Guard career. “Getting underway was the highlight of the training for me,” said Ledingham. “That’s when I actually felt like a real ‘Coastie.’”

Finally, a graduation ceremony culminates the two months of rigorous training. It’s a proud moment for every recruit. Each recruit receives an honor at graduation: his or her first promotion in the Coast Guard.

Pride, fitness, military bearing, career skills and a willingness to serve . . . that’s the reward of the first eight weeks in the Coast Guard. It ain’t easy.

The M-1 rifles issued the recruits early in their training are used in daily drilling exercises conducted under the Company Commander’s direction.





DREADNAUGHT

**produced by
Navy Public Affairs Center,
San Diego, Calif.**

Forty years after her original commissioning, the battleship New Jersey has again been recalled to duty—her fourth tour with the active fleet.

She has undergone extensive modernization including the installation of state-of-the-art weapons systems during her most recent year-and-a-half refurbishing.

The new battleship is rearmed with 32 Tomahawk and 16 Harpoon cruise missiles, plus the new Vulcan-Phalanx anti-aircraft and missile defense system—a modern-day version of the gatling gun.

She retains her 16-inch turrets—nine guns in all. Using a 2,700 pound shell, one round from her potent 16-inch guns is equivalent to hurling a Volkswagen 23 miles.

Her communications and electronic countermeasures systems have been updated. And, with remodelization, the ship can now house three helicopters.

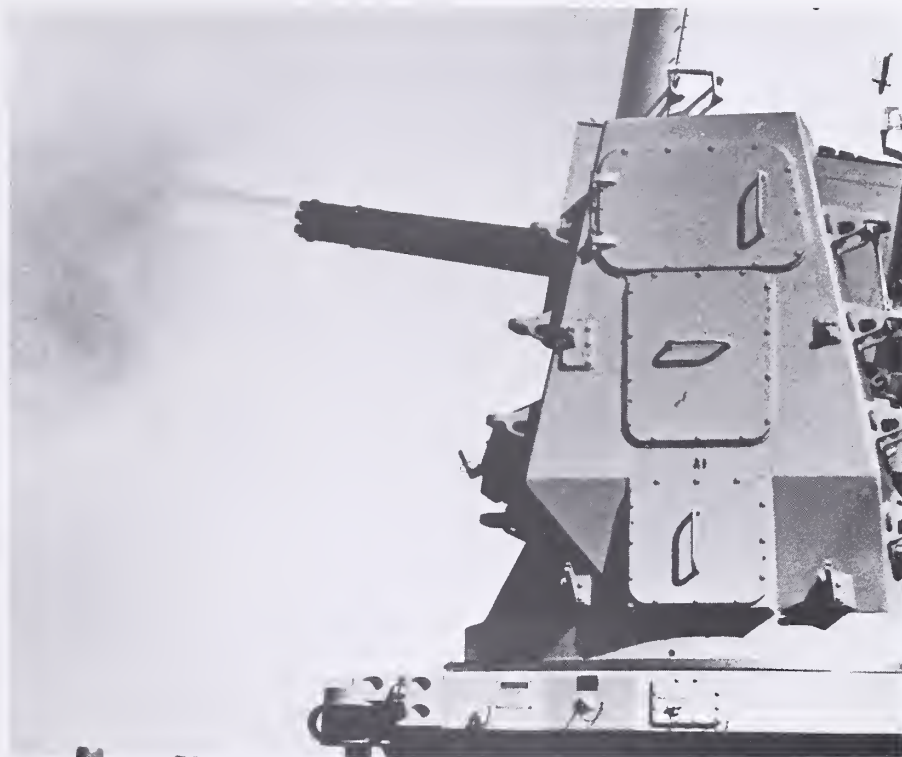
The engineering plant, with eight boilers and four geared turbines producing 212,000 horsepower, was converted to burn Navy distillate fuel. It's cleaner burning and more efficient than the black oil previously used by the battleship.

The Iowa-class battleship was originally commissioned at the Philadelphia Naval Shipyard in

May 1943 and spent the next two years shelling Japanese-held islands in the western Pacific and operating with fast carrier task forces.

The 887-foot warship also served as the flagship for two of World War II's most famous admirals—Raymond A. Spruance and William F. (Bull) Halsey.

Mothballed for the first time in 1948, the ship was recommissioned in 1950 for duty in the Korean conflict. The battleship was refurbished and readied for duty in Vietnam during 1968, and again was returned to the reserve fleet in late 1969. In the past two years she has been updated and reactivated as part of the Navy's fleet rebuilding program.



aircraft ordnance technician

A UNIQUE OCCUPATION



Aircraft ordnance technicians repair armament equipment and load ordnance on Marine Corps tactical aircraft. Marines stationed with VMA 223 ensure the bomb release systems are properly adjusted (above), and load ordnance on an A-4M Skyhawk light attack aircraft (right).

story by Dave Marriott
photos by Wilt Baker

Many would think that working with and around live ordnance all day, every day would be a dangerous job, but Marine Corps aircraft ordnance technicians say it's not.

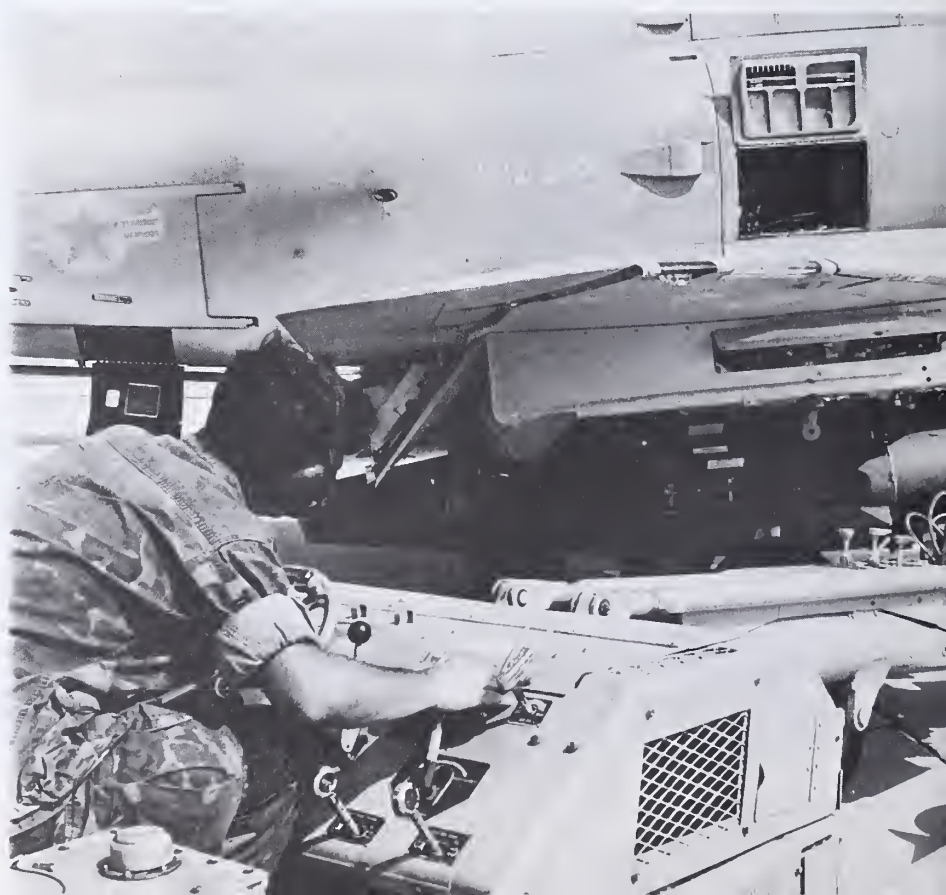
Aviation ordnancemen have a unique job according to a Headquarters Marine Corps publication listing all the Corps' military occupational specialties.

The uniqueness stems from the duties the job involves. Every task performed by an aircraft ordnance technician is directly related to the repair of armament

equipment or the loading of ordnance onto Marine Corps tactical aircraft.

"My job is comparable to an armorer," said Cpl. Dan Ladd, an aircraft ordnance technician with Marine Attack Squadron (VMA) 223 at Marine Corps Air Station, Cherry Point, N.C. "The difference is the weapons we work on. Armorers normally work on small weapons like pistols and rifles. The weapons I work with are much larger and more sophisticated.

"My squadron flies the A-4M Skyhawk, a single-seat, land or carrier based light attack aircraft," he continued. "The Skyhawk has 13 separate

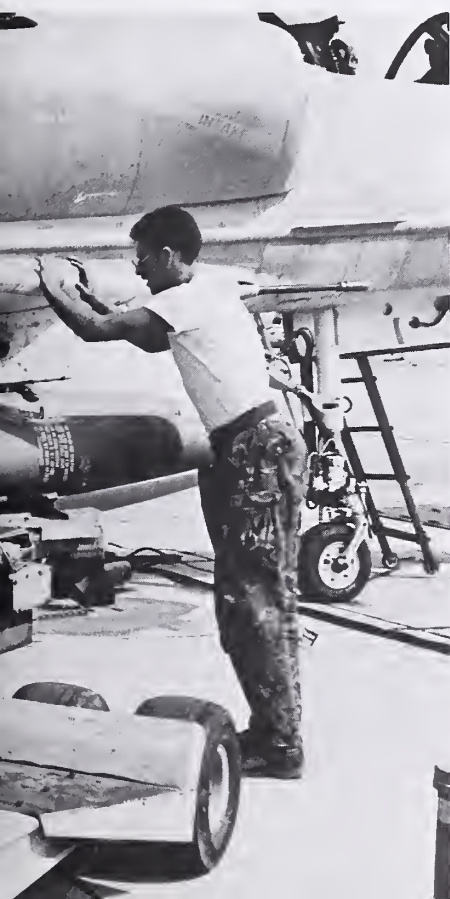


Two members of VMA 223's ordnance shop set an A-4M's ordnance rack. The adjustable racks are capable of carrying both bombs and missiles.

weapons systems. As an ordnance technician, I inspect, troubleshoot and repair the gunpods, missile racks and bomb racks, as well as load ordnance."

"People unfamiliar with military aircraft might get the impression that our job pertains more to physical labor than mental dexterity," said Staff Sgt. Victor Arrayo, VMA 223's ordnance flight line chief. "It's true, there is a good amount of physical labor involved when working as an aircraft ordnance technician, especially when the weapons loading equipment breaks down and we have to load by hand."

"However, the majority of our



time is spent checking, troubleshooting and repairing the bomb and missile release system," he continued. "This often includes more than just the mechanical racks under the aircraft's wings or belly."

"When a system malfunctions, we trace its electrical wiring and electronic cables from the rack beneath the wing, through the fuselage and up into the cockpit control box if necessary. Once we find the problem, we fix it, regardless of which aircraft section it's in," Arrayo concluded.

Electronics troubleshooting and repair consumes a major portion of aircraft ordnance technician training. It has to. Today's modern aircraft possess the capability of employing a wide variety of both conventional and nuclear weapons.

"The way we set up the aircraft's ordnance depends on the flight," said Lance Cpl. Kenneth Nuttall. "Each mission requires different ordnance. In many instances this means adjusting the aircraft's configuration between flights. This includes installing or removing racks,

launchers, adapters and electrical or electronic components."

"As aircraft ordnance technicians we don't work on the innards of the ordnance," said Arrayo. "The closest we get to building the ordnance is fuzing general purpose bombs."

"Any time a person works with ordnance there is some degree of danger," he continued, "but with the fail-safes built into today's weapons, our danger is minimal. The only real danger occurs when an individual handles a fuze or rocket roughly. Rockets have been known to go off when mishandled—they're very temperamental."

Whether loading 500-pound bombs or replacing missile release systems, most aircraft ordnance technicians seem to be satisfied with their jobs.

"I like my job and the training I've received," said Ladd. "Working in the aircraft ordnance field adds variety to each day. Between loading ordnance and working with electronic systems I consider myself both laborer and technician, and let's face it—that's unique."



Navy Petty Officer 2nd Class
Regina Bingham performs
duties as both administrator
and receptionist at the Naval
Postgraduate School's
chapel, Monterey, Calif.
(Photo by John Scott)

*Where there is faith,
there is love.
Where there is love,
there is peace.
Where there is peace,
there is GOD.
Where there is GOD,
there is no need.*

CHAPLAIN ASSISTANTS

by Dave Marriott

Americans that go to church once, sometimes twice a week are often referred to as devoted Christians, but what would individuals that go to church six, sometimes seven times a week be called?

In the military they are called chapel activities specialists, chapel management specialists, and religion program specialists. Three of the armed services, the Army, Air Force and Navy, have enlisted religious ratings. The Marine Corps' and Coast Guard's pastoral functions are provided by the Navy's Chaplain Corps.

The Navy's religion program specialists is a field within itself, while the Army's and Air Force's chaplain assistants fall under the administrative occupational field. Some administrative ability and job dedication are the only prerequisites for entering the field. A background of active church participation, while not a prerequisite, is desired.

There are two formal schools for religion specialists within the Department of Defense. Army personnel attend a course at Ft. Monmouth, N.J. Air Force and Navy personnel attend school at Keesler Air Force Base near Biloxi, Miss.

Both schools are self-paced and

take three to seven weeks to complete. Students learn basic administrative skills, operation of audiovisual equipment, chapel funding accounting, and the correct procedures for preparing altars for Protestant, Catholic and Jewish services.

Following training, religion specialists receive assignments to bases throughout the United States and around the world. "One of the positive aspects about the job is travel," said Army Spec. 5 Doris Jackson. "Religion specialists can be assigned anywhere in the world that American troops are stationed. I have been in the field for five years and had assign-



ments in Europe, stateside and am presently scheduled for a tour of duty in Korea."

Once at their duty stations religion specialists find themselves working in a variety of environments. They may set up altars in established chapels, in a tent on a hillside, or in the case of Navy religion specialists, on the fantail of a ship.

Most chaplain assistants spend their working hours accomplishing administrative tasks, freeing the chaplains to perform their pastoral duties.

"In my present assignment, I am the chaplain's fund clerk," said Jackson. "In previous assignments I have been responsible for typing church bulletins, keeping baptismal and wedding records and completing the chapel's monthly reports. There is loads of administrative work involved in managing a chapel, and that's what chaplain assistants are for—to do the administrative work."

While administrative work takes up the major portion of a day, the job does include some physical labor. Throughout the week religion specialists prepare the chapel and fellowship halls for wedding ceremonies, church functions and community group meetings. This can be time consuming as many chapels have three back-to-back services on Sunday and numerous functions throughout the week.

The hours which religion specialists work are established according to the week's schedule of evening events. They are required to attend all functions and provide any assistance needed. "We work many evening and weekend hours, but it's not too bad once you get used to it," said Jackson. "Besides, it's very rarely that the chaplain does not compensate evening and weekend hours with time off during the normal work week."

The one duty religion special-

ists do not fulfill that most would expect them to is counseling. "All counseling, moral and spiritual, is the chaplain's responsibility," said Airman 1st Class Michelle Weise, a chapel management specialist at Langley Air Force Base in Hampton, Va. "Our only function related to counseling is setting up appointments for the chaplain."

Some of the additional duties chaplain assistants perform include cleaning the chapel and acting as the chaplain's driver. Male religion specialists may be required to protect the chaplain in combat as chaplains are pro-

hibited from carrying weapons.

Like all military members, enlisted religion specialists are subject to morning muster, inspections and performance of military training, such as physical fitness tests and weapons qualification.

Whether in the Army, Air Force or Navy, religion specialists are dedicated individuals performing a vital function—freeing chaplains from administrative work, thereby allowing their fellow soldiers, sailors, airmen and Marines to receive the moral and spiritual guidance they desire.



Army Spec. 5 Doris Jackson, a chapel activities specialist at Ft. Eustis, Va., prepares an altar for Sunday services. (Photo by Dave Marriott)

N A V Y S E A L S



THEY DON'T PE

by Dave Marriott

The Navy calls them SEALs, although they have little in common with the crowd-pleasing, fish-eating, aquatic mammals that perform in circuses and zoos around the world.

In fact, the only characteristic common to the two types of SEALs is that they both spend a lot of time in the water.

Navy SEALs (sea, air and land teams) are highly trained combatant swimmers that support naval fleet operations and amphibious landings by conducting clandestine missions in enemy harbors, beaches and coastal areas.

"We do the same things today that our predecessors did in World War II," said Lt. Cmdr. Thomas R. Williams, Operations Officer with SEAL Team-Four at Little Creek Naval Amphibious Base, Norfolk, Va. "Before the Navy and Marine Corps team can launch an amphibious landing, they must have specific information about the coastline and surrounding waters. SEALs are trained in hydrographic reconnaissance. We are placed on the beach to collect vital information about the tide movements and water depths. We also record the location of or destroy any water obstacles."

In addition to performing hydrographic reconnaissance, SEALs are adept in small unit recon-

naissance patrols, intelligence gathering missions, demolition raids, limpet attacks against enemy shipping and many other combat-related tasks.

"We perform basically the same mission as the Army's Special Forces and the Marines' reconnaissance teams," said Williams. "The factor that makes us unique is we're trained to perform small offensive and intelligence gathering operations both on land and at sea."

Because of the diverse nature of their missions, SEALs undergo some of the most demanding training in the military services.

Their training, located at Coronado, Calif., and Ft. Benning, Ga. takes 29 weeks to complete, and covers a variety of special warfare subjects from weapons and demolitions to land warfare and communications. SEALs are also scuba and parachute qualified as many of their missions require them to be inserted and extracted from enemy territory.

"One of the toughest portions of our training, both at school and upon reporting to a SEAL Team, is the physical conditioning," said Lt. Matt Bracken, a platoon commander with SEAL Team-Four. "The nature of our job requires us to perform a lot of underwater work, surface swimming and parachuting. All three of these activities require that an individual be in top-notch physical condition. To keep ourselves in shape we exercise for one and one-half hours each morning, run anywhere from five to seven miles, and swim a mile at least once a week."

The Navy has approximately 1,500 SEALs

(Left) SEALs practice Stringline Recovery operations off the coast of Saint Thomas, Virgin Islands. Stringline Recovery is used to extract SEAL teams from the water. (Photo by Patrick Wilkerson)
(Right) One way SEALs gain access to enemy territory is dropping from a helicopter and then swimming to shore. Other methods utilized by the SEALs include parachuting, scuba and rubber rafts. (Photo by Bruce Wallace)



RFORM IN CIRCUSES

comprising five SEAL teams. The teams are stationed on both the east and west coasts. Each team is assigned a geographical area of operations and receives specialized training appropriate to their area.

While the SEALs have their own specialty, it is not considered a permanent Navy rating. "You can't enlist in the Navy and expect to be trained solely as a SEAL," said Williams. "Everyone with a naval special warfare specialty also has a Navy rating. We have SEALs that are hospital corpsmen, hull technicians, boatswain's mates and machinist mates. Male sailors in almost any rating can get into the SEALs as long as they meet the prerequisites and successfully complete the training.

"Individuals interested in the SEALs should be in excellent physical condition, motivated toward physical challenges, possess a high degree of manual dexterity, self-determination, and have the ability to accomplish detailed tasks alone or in small teams under normal and adverse conditions," he continued.

The SEALs are a highly trained, dedicated, all volunteer force. Skilled in parachuting, scuba techniques, and a variety of Navy Special Warfare procedures, they are capable of undertaking any mission assigned, under any conditions, anywhere in the world, on land or at sea, but—they don't perform in circuses.

A camouflaged SEAL observes enemy action during a search and destroy mission. (Photo by J. Randall)





Long before tourists discovered Heidelberg's charms, many poets, writers and artists were fascinated by the city's location. American author Mark Twain fell in love with Heidelberg during the 19th century and wrote entertaining descriptions of the city and the Neckar Valley.

HEI

by Tracy L. Tanner

Paris, London, Copenhagen, Florence, Amsterdam, Vienna, Zurich, or Brussels. Imagine visiting these faraway places on a three or four-day weekend. Impossible? Not really. Thousands of Americans do it quite often.

These foreign destinations require money as well as travel time that the average working person's salary just won't cover. Nor, will bosses allow the time off for such an extravagant venture. Still, thousands of men and women manage to reach these destinations each week.

What is their secret? They are serving their country and doing it in a location very near these international cities. They are the 20,000 men and women making up the military community of Heidelberg, Germany.

Heidelberg is ideally located for travel throughout Europe and military members stationed there don't have the tremendous expense of flying across the ocean.

Chances of being stationed in Heidelberg are extremely high. Soldiers and their families make up the bulk of the population. It is the headquarters for the U.S. Army, Europe. Sizeable contingents of Air Force personnel, Department of Defense civilian employees and a few U.S. Navy representatives also make up the Heidelberg military community. Military job openings range from typists to engineers and map makers.

Heidelberg also has the headquarters for the Army's Medical Command, Europe; Military

DELBERG



Personnel Center, Europe and Postal Group, Europe.

Unlike stateside Army areas, a single city in Germany has several small kasernes instead of one large post. This makes for a highly mobile military population. Heidelberg's military community consists of five U.S. military installations plus an Army airfield located on the outskirts of the city.

There are drawbacks to having several posts. For instance, a single soldier may work and live at one installation, yet be forced to drive to another to shop, or keep an appointment at the hospital.

Families, bachelor officers and senior enlisted members live at facilities away from the five kasernes. Their quarters are located in villages known as Patrick Henry and Mark Twain. These areas resemble small villages with theatres, shopping centers, play areas and clubs. Other housing is in Harry S. Truman Village near the hospital and in government leased apartment buildings located in nearby German towns.

Others who choose to, may live on the "economy" in apartments rented by private landlords. These economy apartments are available both furnished and unfurnished and may rent anywhere from 250 marks (about \$120) per month and up and up, and up.

Virtually every service and facility that can be found in an

Thousands of tourists travel the "Philosophenweg" annually to enjoy a view of Heidelberg's unique panorama.

American community of comparable size is available in Heidelberg. Schools, shops and stores, a hospital, churches, theatres . . . all community facilities . . . are for the most part, typically American.

There is one great advantage to living in Heidelberg that sets it apart from any American city or town—Europe is right outside the front door.

Although the military doesn't have a straight '9 to 5' job anywhere in the world, Heidelberg comes a lot closer to it than other places.

At the headquarters, most of the work is done behind a desk during relatively normal duty

hours. This does pose a problem: what to do with the spare time.

On base recreation ranges from bowling to belly dancing. The traditional friendly relations with the people of Heidelberg and the surrounding towns and villages offer endless opportunities to see new places and meet new friends.

Germany prides itself in its efficient transportation system. Buses and trains, while remaining affordable, hold strictly to their time schedule. Through these vehicles, soldiers are able to take a four day weekend and see a foreign country that would seem impossible to people not knowing their secret.





Last C

story and photos
by Spec. 5 Steven Silvers

Six white horses slowly pulled the black caisson across the manicured grounds of Arlington National Cemetery. Their heads bobbed lazily as if in solemn respect for their cargo—a flag draped coffin with the remains of a retired Air Force colonel.

Soldiers, riding the horses, sat at attention in their saddles, one arm up to hold the reins, the other stiff against their side. Their dress-blue uniforms looked hot and itchy under the sun, yet the riders stared straight ahead and said nothing. As they passed row after row of tombstones, there was only the clip-clop of the hoofs and the gentle creaking of the wagon.

On some days, there might be four or five funerals at the cemetery. Today, there was only one.

Sgt. Bret Fiora, squad leader, is mounted and ready to lead his caisson squad (below) at a funeral in Arlington National Cemetery.



caissons keep rolling

Within minutes after arriving at the burial site, the coffin was taken from the wagon and the soldiers turned the horses around to head home. Home is the 3rd Infantry, the "Old Guard," Caisson Platoon. It is the last horse unit left in the Army.

The platoon stable and corral is nestled into a street corner between the post office and the fire station at Fort Meyer in Alexandria, Va. In the office, clip-boards and duty rosters share the wall with an autographed photo of Roy Rogers and Trigger. Soldiers wear the standard battle-dress fatigue uniform with one exception: they wear spurs on their combat boots.

"These guys are all volunteers," said platoon leader Warrant Officer Bill Hunt, as he watched his soldiers exercise the horses. "Even so, some of them come here from their old units not knowing which end of the horse to feed. In a lot of ways that's better, because we don't have to break them of bad habits."

As the soldiers kicked the horses into a fast trot around the sand-filled corral, Hunt explained how new volunteers first go through two weeks of pure stable duty before even getting on a horse. For two weeks after that, they ride four hours a day just learning how to sit on one.

"Western is too relaxed and English is both arms out," Hunt said. "That makes caisson riding different from any other type."

There are 37 horses in the corral, either white or very dark colored and weighing about half a ton each. All except one are males; there's an Arabian, a couple of quarterhorses, and the white ones with the manes are Lipizzans. Each horse looks lean and well groomed.

Inside the barn a few of the 30 caisson soldiers throw authentic

1920 cavalry saddles on horses in preparation for the next funeral. A couple of new guys are cleaning stalls and laying down hay.

The soldiers perform this routine almost every day. Their roles are dual. They're the hired hands, their olive drab tee-shirt out, washing horses, polishing saddles, heaving hay, riding. Their hands and faces get grubby and their bodies reek of sweat and horseflesh. Then, a quick transformation and they're the living image of military spit and polish, politely showing visitors through the stalls, sitting up straight at a retirement

for so long and people are always coming here telling me stories from way back. I'm a part of that."

History dictates doing many things a certain way for the "Old Guard," reaching way back when horses were Army issue along with beans and bullets. Caisson soldiers ride only the left-side horses on a team, symbolizing the days when the riderless mount in each team carried provisions and feed. There's the riderless horse at the funeral, complete with officer's saber and boots reversed in the stirrups, symbolizing a fallen leader.

History dictates doing many things a certain way for the "Old Guard," reaching way back when horses were Army issue along with beans and bullets.

parade, marching in a colorful historical pageant. But, mostly there are funerals.

"People on post or on tour at the cemetery see us passing by and think it must be something important," Pvt. 1st Class Derrell Jarmon said. "Well it is. But, we do it every day."

"It's very impressive," said two-year caisson veteran Spec. 4 Lane Hansen, "and for the first few funerals your eyes are wide open. But, then it becomes a job like anything else. Oh, you respect the person you're taking to be buried, but on top of the horse, the temperature is twice that if you were standing on the ground. And it's more restrictive. You're sitting in an uncomfortable position with your head straight forward, but, obviously a lot of people get satisfaction from doing this or they wouldn't stay. I do."

"Yeah, I love it," Jarmon agreed. "I feel like a part of history. This has been going on

"Actually, people take this for granted," Jarmon said. "The horses are pretty unpredictable. You've got to be in complete control or one might run away or something right in the middle of someone's funeral. But people see us looking straight ahead and think everything we do is automatic, so they drive by and honk their horns or slap the horses or something. It's kind of a statement of courage on how we ride even when that's going on."

On command the caisson begins another job, moving down the shady post streets, stopping at the chapel to pick up the casket, then becoming part of a daily procession moving slowly across the cemetery grounds: Honor Guard marching in front, mourners following behind in their cars. The men on the horses, the last real horsemen in the Army, sit rigid and silent. They do nothing to disturb the clip-clop of the hoofs and the gentle creaking of the wagon.

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POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD 316



The battlewagon New Jersey
—pages 12 and 13

Without a decisive naval force we can do
nothing definitive. And with it, everything
honorable and glorious.

George Washington

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